Amendments to the Specification

Please replace paragraph **[0031]** with the following amended paragraph:

[0031] Referring to Figure 6, [[At]] at 78, the appropriate angular velocity of the fan is determined by the controller in accordance with a control program stored in memory. In Figure 7, an illustrative graph is provided to show movement of the fan over time to produce a puffing pattern of smoke. A puff of smoke is emitted from an aperture of the model train. The time period lasting from T1 to T2 is the duration of a puff of smoke. The time period lasting from T2 to T3 is the interval between puffs of smoke. Preferably, the fan can be engaged at velocity V1 in as short a period of time as possible, represented by a substantially vertical line L1 on the graph. Also, the fan 32 can preferably be disengaged from velocity V1 to zero velocity in as short a period of time as possible, represented by a substantially vertical line L2 on the graph. More specifically the smoke unit stops the fan by temporarily reversing the current to motor. By temporarily reversing the current the fan stops abruptly thereby enhancing the puffing action of the smoke unit. As the time periods required to engage the fan up to velocity V1 and disengage the fan 32 down from velocity V1 decrease, a relatively more well defined puff of smoke will be emitted from the aperture of the train.

Please replace paragraph **[0032]** with the following amended paragraph:

[0032] As the loading on the train increases, the controller can move the fan at a greater angular velocity, or increase the duration of puffs of smoke, or shorten the duration between puffs of smoke. For example, for a train modeled after a steam locomotive that puffs smoke, the puffs of smoke can be generated at increasing intervals as the train speed increases and can be generated at decreasing intervals as the train speed decreases. Alternatively, the puffs of smoke can be generated at increasing intervals as engine load increases and can be generated at decreasing intervals as the engine load decreases. For a train modeled after a diesel engine that does not emit smoke in a puffing pattern, more smoke can be generated as the train speed increases and less smoke can be generated as the train speed decreases. Alternatively, more smoke can be generated as engine load increases and less smoke can be generated as engine load decreases. Referring now to Figures 8 and 9, graphs are ~~provide~~ provided to show that the time between puffs decreases as loading on the train increases. Also, the duration of individual puffs of smoke increases as loading on the engine increases.